

□ 1911

So (two-thirds being in the affirmative) the rules were suspended and the bill was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

**REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 3438, REQUIRE EVALUATION BEFORE IMPLEMENTING EXECUTIVE WISHLISTS ACT OF 2016; PROVIDING FOR CONSIDERATION OF H.R. 5719, EMPOWERING EMPLOYEES THROUGH STOCK OWNERSHIP ACT; AND PROVIDING FOR CONSIDERATION OF MOTIONS TO SUSPEND THE RULES**

Mr. WOODALL, from the Committee on Rules, submitted a privileged report (Rept. No. 114-777) on the resolution (H. Res. 875) providing for consideration of the bill (H.R. 3438) to amend title 5, United States Code, to postpone the effective date of high-impact rules pending judicial review; providing for consideration of the bill (H.R. 5719) to amend the Internal Revenue Code of 1986 to modify the tax treatment of certain equity grants; and providing for consideration of motions to suspend the rules, which was referred to the House Calendar and ordered to be printed.

**REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 5461, IRANIAN LEADERSHIP ASSET TRANSPARENCY ACT**

Mr. WOODALL, from the Committee on Rules, submitted a privileged report (Rept. No. 114-778) on the resolution (H. Res. 876) providing for consideration of the bill (H.R. 5461) to require the Secretary of the Treasury to submit a report to the appropriate congressional committees on the estimated total assets under direct or indirect control by certain senior Iranian leaders and other figures, and for other purposes, which was referred to the House Calendar and ordered to be printed.

**ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE**

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on additional motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Any record votes on postponed questions will be taken later.

**AMENDING TITLE 49 TO INCLUDE CONSIDERATION OF CERTAIN IMPACTS ON COMMERCIAL SPACE LAUNCH AND REENTRY ACTIVITIES**

Mr. GRAVES of Missouri. Mr. Speaker, I move to suspend the rules and

pass the bill (H.R. 6007) to amend title 49, United States Code, to include consideration of certain impacts on commercial space launch and reentry activities in a navigable airspace analysis, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6007

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

**SECTION 1. NAVIGABLE AIRSPACE ANALYSIS FOR COMMERCIAL SPACE LAUNCH SITE RUNWAYS.**

(a) IN GENERAL.—Section 44718(b)(1) of title 49, United States Code, is amended—

(1) by striking “air navigation facilities and equipment” and inserting “air or space navigation facilities and equipment”;

(2) in subparagraph (D), by striking “; and” and inserting a semicolon;

(3) in subparagraph (E), by striking the period at the end and inserting “; and”; and

(4) by adding at the end the following:

“(F) the impact on launch and reentry for launch and reentry vehicles arriving or departing from a launch site or reentry site licensed by the Secretary.”

(b) RULEMAKING.—Not later than 18 months after the date of enactment of this Act, the Administrator of the Federal Aviation Administration shall initiate a rulemaking to implement the amendments made by subsection (a).

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. GRAVES) and the gentleman from Indiana (Mr. CARSON) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

**GENERAL LEAVE**

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous material on H.R. 6007.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Missouri?

There was no objection.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H.R. 6007. The bill will improve aviation safety by requiring the Federal Aviation Administration to take commercial space transportation activity into consideration when conducting aeronautical studies at spaceports licensed by the FAA. This is an important safety issue that has to be addressed as commercial space transportation is integrated into the National Airspace System.

The Aviation Subcommittee recently held a hearing on the FAA's oversight of the commercial space transportation industry. The hearing examined important issues facing the industry, including the development of commercial spaceports that have yet to be fully addressed by Congress.

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The committee looks forward to working with all individuals, obvi-

ously, on this. I know that the majority leader, Mr. MCCARTHY—and I do want to thank him for his strong leadership on this issue—worked very hard on it, and we are also going to be looking forward to working with him on this.

I urge my colleagues to support H.R. 6007.

Mr. Speaker, I reserve the balance of my time.

Mr. CARSON of Indiana. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 6007. This legislation, Mr. Speaker, provides the FAA with authority to review whether or not a proposed structure will present a hazard to commercial space vehicle launches and reentries.

The FAA is entrusted, Mr. Speaker, with providing for the safety of people and property in the air and on the ground, so it is very critical that the agency has the tools it needs to account for the rapidly-changing uses of the skies.

The FAA already has authority to evaluate whether proposed new structures will interfere with the safe operation of aircraft or air traffic control. However, this statutory authority does not explicitly direct the FAA, Mr. Speaker, to consider whether a new structure might interfere with the safe launch and reentry of commercial space vehicles.

H.R. 6007 provides the FAA with the authority it needs to maintain the highest levels of safety while allowing this dynamic industry to continue to grow.

Mr. Speaker, I reserve the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 3 minutes to the gentleman from Oklahoma (Mr. BRIDENSTINE).

Mr. BRIDENSTINE. Mr. Speaker, I would like to thank the majority leader for introducing this bill H.R. 6007, and for his efforts on behalf of the entire commercial space industry. Due to his efforts, we got a great bill in the Commercial Space Launch Competitiveness Act last year. Nine months into the bill, it has had a great impact on this industry.

Space represents what is exceptional about the United States of America. We are characterized by a spirit of adventure, risk taking, entrepreneurialism, and a spirit that has revolutionized access and operations in space, to the point where our very way of life now depends on space. We have transformed how we communicate, how we navigate, how we produce food and energy, how we conduct banking, predict weather, perform disaster relief, provide security, and so much more.

But to be able to access space, we need robust infrastructure. Spaceports—and I would mention that we have a licensed spaceport in the great State of Oklahoma—are a key cog in that infrastructure, facilitating launches and reentries, not only by

government agencies but also now by private companies.

In order to ensure these entities can operate efficiently and facilitate space launch and reentry, government policy needs to treat them as it treats other key pieces of transportation infrastructure.

This legislation, which I am proud to cosponsor, simply gives the FAA the ability to analyze the navigable airspace around spaceports, an authority it currently lacks. This will help the FAA and spaceports understand how structures and other features around spaceports will affect the operation of space vehicles.

As a pilot myself, I can tell you, I have used approach plates, and I have used departures. And what we need now is an ability for the future infrastructure to incorporate space vehicles into these approach plates so that we can integrate commercial air traffic with space traffic.

This is an important tool, and I urge passage of this bill.

Mr. CARSON of Indiana. Mr. Speaker, I yield back the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I will conclude by saying that I urge all Members to support H.R. 6007.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, H.R. 6007.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. HUELSKAMP. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.

#### DIRECTING THE SECRETARY OF TRANSPORTATION TO PROVIDE CONGRESS ADVANCE NOTICE OF CERTAIN ANNOUNCEMENTS

Mr. GRAVES of Missouri. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5977) to direct the Secretary of Transportation to provide to the appropriate committees of Congress advance notice of certain announcements, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 5977

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. CONGRESSIONAL NOTIFICATION REQUIREMENTS.

(a) IN GENERAL.—Except as provided in subsection (b) or as expressly provided in another provision of law, the Secretary of Transportation shall provide to the appropriate committees of Congress notice of an announcement concerning a covered project at least 3 full business days before the announcement is made by the Department of Transportation.

(b) EMERGENCY PROGRAM.—With respect to an allocation of funds under section 125 of title 23, United States Code, the Secretary shall provide to the Committee on Transportation and Infrastructure of the House of Representatives and the Committee on Environment and Public Works of the Senate notice of the allocation—

(1) at least 3 full business days before the issuance of the allocation; or

(2) concurrently with the issuance of the allocation, if the allocation is made using the quick release process of the Department (or any successor process).

#### SEC. 2. DEFINITIONS.

In this Act, the following definitions apply:

(1) APPROPRIATE COMMITTEES OF CONGRESS.—The term “appropriate committees of Congress” means—

(A) the Committee on Transportation and Infrastructure of the House of Representatives; and

(B) the Committee on Environment and Public Works, the Committee on Commerce, Science, and Transportation, and the Committee on Banking, Housing, and Urban Affairs of the Senate.

(2) COVERED PROJECT.—The term “covered project” means a project competitively selected by the Department of Transportation to receive a discretionary grant award, letter of intent, loan commitment, loan guarantee commitment, or line of credit commitment in an amount equal to or greater than \$750,000.

(3) DEPARTMENT OF TRANSPORTATION.—The term “Department of Transportation” includes the modal administrations of the Department of Transportation.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Missouri (Mr. GRAVES) and the gentleman from Indiana (Mr. CARSON) each will control 20 minutes.

The Chair recognizes the gentleman from Missouri.

#### GENERAL LEAVE

Mr. GRAVES of Missouri. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks and include extraneous materials on H.R. 5977.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Missouri?

There was no objection.

Mr. GRAVES of Missouri. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, the Congress authorizes funding for the Federal transportation programs, which, in turn, obviously provide the funding and credit assistance for transportation projects across the country. However, the authorizing committees don't consistently get advance notice from the Department of Transportation prior to its announcement of grant awards and credit assistance for projects.

What this bill does is real simple. It requires the Department to give the authorizing committees at least 3 days advanced notice prior to announcing grant awards and credit assistance for projects. It is going to improve transparency and enhance oversight of the Department by ensuring that Congress is properly notified of these announcements.

I encourage my colleagues to support H.R. 5977.

Mr. Speaker, I reserve the balance of my time.

Mr. CARSON of Indiana. Mr. Speaker, I yield myself such time as I may consume.

I rise in support of H.R. 5977. This bill ensures that the members of the Committee on Transportation and Infrastructure, and certain Senate committees, will receive at least 3 days advanced notice of discretionary grants and loans made by the Department of Transportation.

When Congress enacted the Moving Ahead for Progress in the 21st Century Act (MAP-21), we included a Congressional notification requirement for surface transportation grants. Language to require notification was omitted inadvertently when Congress enacted the most recent surface transportation authorization act, the Fixing America's Surface Transportation Act, or FAST Act.

The Committee on Transportation and Infrastructure has not consistently received notice from DOT prior to the announcement of grant awards and credit assistance for transportation projects since the passage of the FAST Act.

I urge my colleagues to join me in supporting this legislation.

I yield back the balance of my time.

Mr. GRAVES of Missouri. Mr. Speaker, I yield 2 minutes to the gentleman from Pennsylvania (Mr. SHUSTER), the author of the FAST Act, the chairman of the Transportation Committee.

Mr. SHUSTER. Mr. Speaker, I thank the gentleman from Missouri (Mr. GRAVES) for his help in developing H.R. 5977 and for his hard work on developing and passing the FAST Act, the Fixing America's Surface Transportation Act, which provides 5 years of funding for Federal transportation programs. These programs enable us to make much-needed investment in our transportation system.

H.R. 5977 will help ensure that Federal transportation funding is spent wisely, through proper and consistent notification from the Department of Transportation to Congress.

I thank my colleagues for their help in developing this important legislation, and I urge the support of H.R. 5977.

Mr. GRAVES of Missouri. Mr. Speaker, I urge all my colleagues to help me and support this legislation. It is a very important piece of legislation.

I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Missouri (Mr. GRAVES) that the House suspend the rules and pass the bill, H.R. 5977.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds being in the affirmative, the ayes have it.

Mr. HUELSKAMP. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, further proceedings on this motion will be postponed.